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LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interest of Lake Carriers, and improve the character of the service rendered to the public.

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H. S. Hodge, - -	Detroit.		

CLEVELAND, O.

The schooner Guiding Star, owned by C. H. Weeks, of Bay City, was in port this week, looking as staunch as she did a quarter of a century back. The Star was built by Lester, of Marine City, 35 years ago, and she is now on a Lake Superior trip, getting 65 cents on coal, and $2½ on lumber from Ontonagon to Sandusky for a down freight. Capt. L. C. Cole, of Daysville, N. Y., has had charge of her for 12 years, seven of which she was owned by the firm of Leopold & Austrian.

Capt. John Richards, formerly of Reid's Line, Buffalo, visited port this week to inspect the large fueling scow built by the Cleveland Dry Dock Co., to the order of Scott & Co., Erie, Pa. Capt. Richards is now 71 years of age, is still active and energetic, and in charge of the extensive fueling department of the above firm.

The several lumber fires occurring during the past few days is now generally admitted as being of incendiary origin. Vessels frequenting the lumber docks need to take extra precautions at night until the spasm of destruction has passed. Probably half a million dollars of property and material has suffered at the hands of misguided men, who, for the best interests of the community, should be hunted down by the city authorities. Four fires in one day in the lumber and manufacturing center of the port is somewhat too warm for this locality.

The new whaleback steamer Samuel Mather arrived at this port on Monday on her maiden trip from Duluth, and was visited by quite a number of vesselmen. She loaded coal back to Lake Superior. Mr. H. C. Pearsons came down from Duluth with the Mather, so as to closely adjust and compensate her compasses for deviation, and he reports her speed, carrying capacity and sea-going qualities as being excellent.

Captain C. H. Brown, of the Minnesota Steamship Co.'s steamer Manola, was in port this week, looking well and hearty, and taking out of his high classed modern steel steamer all the good there is in her. Smart dispatch and running on schedule time speaks well for the manager of the Line, as well as the officers in charge of the steamers and their machinery.

In our issue of June 2 Frank Morrison was credited with adjusting the compasses of the new steamer Samuel Mitchell. It has since been learned that the well known adjuster, Captain George A. Simpson, regulated the magnetic disturbers for Capt. Thomas Wilford in his new steamer. It is a pleasure to add that Capt. Wilford is one of the keenest men regarding his compasses on the lakes, "and nothing but the latest and best goes."

It is more than probable that a survey of the harbor lines would show more or less encroachment by private corporations. It is asserted by one authority that the government piers extended to the Marine Block. The late U. S. A. Engineer of this district assumed jurisdiction only as far as the railroad bridge, and now it is questionable if this property is strictly conserved even as far down as the river custom house. In these days of aggression the harbor demarcation cannot be too positively fixed, otherwise, the next generation will have the actual and nominal possessors of freight sheds, wharves and railroad tracks to fight against.

Capt. John Varner, formerly harbor-master at Cleveland, and well known in marine circles, has for several seasons been fairly well employed in carrying wood with the scow E. Bailey for the Kelley Island Transportation Co. Many of the old gentlemen's friends will be sorry to learn that his scow water-logged on Lake Erie, and necessary repairs will, without doubt, cancel his season's earnings.

Dredging in the harbor at this port is awaiting the river and harbor appropriation. In the meantime vessels are regularly grounding on shoal spots. A careful survey and dredging operations on the whole harbor would be in order as soon as there are funds to draw upon.

For nineteen weeks Capt. N. Bartlett, the g-m-a-t-w, has been going into rhapsodies about the treatment he receives in a mercantile way from vessel owners, iron ore men and brokers. He hauls his luff every day at eight bells, and religiously petitions for the appreciation of his patrons, so as to secure good dispatch, thus preventing depreciation of his perishable cargo. He has a daily consignment of tropical fruits, and the finest masticatory jujube known. Adv.

The Rev. P. W. Daugherty, of Huron, O., has favored THE MARINE RECORD with several very clear and well-mounted photographs of harbor scenes at Huron. The Wilson Transit Line, the Majestic and whalebacks are contained in the selection which our reverend friend has 'shot at' during his leisure moments, and we venture to say that the pictures are equal to the best marine photography which we have ever 'clap't eyes on.' It is not our provine to "patter about souls, heaven, mercy and such," but we hope the sky pilot has and will have as good fortune in implanting the divine truths where they will fructify, as he undoubtedly has in depicting the transitory phases of marine views.

An extensive order has just been placed with the Globe Iron Works Co., by a local company to build three triple expansion engines for an electric plant outfit. The engines will be duplicates of those placed in the yacht Comanche, cylinders 14, 23, and 36 by 24 inch stroke to run 140 revolutions per minute; they will be fitted with independent condensers, automatic governors, and the Joy valve gear, and will be coupled direct to the generators, three Scotch type boilers 12 ft. in diameter, by 12½ ft. in length, tested for 150 lbs. steam are also included in the contract.

Collector of Customs M. B. Gary has taken steps to restrain the Pennsylvania Company from making improper use of the dock along the east pier below the barge office. He has personally viewed the situation and has asked the Treasury Department for instructions.

A wheelsman on the Queen of the West, named John W. Phoenix, fell in the hold on Tuesday and received severe internal injuries. He was taken to the Lakeside Hospital.

Mr. William Wilson, of the Wilson Transit Line, and his sister Miss Annie Wilson, of Philadelphia, accompanied by Mr. Charles Beatty, of Buffalo, left New York on Saturday for a summer vacation in the old country.

Mr. H. D. Coffinberry, president of the Cleveland Ship-Building Co., who has been spending the week in New York, is expected home to-day.

Capt. Squires, of Marine City, owner of the schooner David Stewart, has been in port for the past two weeks attending to extensive repairs on the vessel. She is now in first class condition again and Capt. E. P. M. Titus, of Detroit, has been appointed master.

The Cleveland Dry Dock Co. will launch the large twin screw fueling scow Mansfield on Saturday. Capt. J. S. Richards, the septuagenarian president of the W. L. Scott Co., of Erie, Pa., will represent her owners at the launch.

Mr. Thos. Bristow, superintendent of the Cleveland Ship Building Company and Mrs. Bristow, will leave for Europe on Tuesday to enjoy a well earned vacation. A large number of friends join in wishing the happy couple lots of recreation and enjoyment and a safe return home.

Seventy vessels, chiefly large steamers, have been docked by the Ship Owners Dry Dock Co. since the opening of navigation. For the class of tonnage this is a world's record that no one dry dock company can eclipse.

CHICAGO, ILL.

Special Correspondence to The Marine Record.

Heavy squalls of wind and rain struck this city and vicinity at 4 p. m. and 9 p. m. Monday, and considerable damage was done. In the vicinity of the lumber yards several persons lost their lives. The steamer George Sturges, which left this port at 8 p. m., with oats, for Port Huron, was struck by the squall about 9 p. m., on Lake Michigan, and had her four jibs, mizen and square sail blown out of the bolt ropes. She came to anchor about six miles off the port, and was towed back Tuesday by the tug Chicago to receive new sails. The schooner Ida, which left Chicago at 7.30 p. m. for Charlevoix, was also struck by a squall and had her head sails, foresail and mizen blown away, the fore-gaff was also carried away, she was picked up by the tug Carpenter, and towed back to port, none of the crews of either vessel received any injury.

The Goodrich Company's splendid steel steamer Virginia will arrive here on Sunday from Manitowoc, where she has received considerable alterations. She will be on exhibition Monday, and on Tuesday morning at 9 o'clock she will commence her season's work between this port and Milwaukee, making daily trips, except on Sundays. The company's steamer Indiana will be the night boat leaving here at 8 p. m., Sundays excepted. Their steamers City of Chicago and Sheboygan leave daily at 7.30 p. m., Sundays excepted, for Racine, Milwaukee, and west shore ports. The steamer City of Ludington and Menominee leave Tuesdays and Fridays at 7 p. m. for Green Bay, Bay Ports, Escanaba and Manistique. The City of Racine and Atlanta leave Chicago at 7 p. m. daily for Grand Haven and Muskegon.

The passenger steamer Arundel arrived here Sunday morning from Detroit to run in connection with the Graham and Morton Co.'s side wheel steamer City of Chicago, between Chicago and St. Joseph, and Benton Harbor, until the new steamer Chicora, being built by the Detroit Dry Co., is completed.

The passenger steamer Ossifrage, of the St. Joseph & L. M. Trans. Co. arrived here Sunday night from Bay

(*Concluded on page nine.*)

Maritime Law.

U S. District Court, Southern District of N ᵉ *Yor;*

DESTRUCTION OF DERELICT AT SEA—CLAIM OF DAMAGE BY OWNER.

Libelant brought suit against the steamer River Mersey, alleging that the latter had wrongfully set fire to its scow which was adrift at sea, and which the steamer had started to tow to a place of safety. The answer denied that she was taken upon a salvage service; but alleged that, drifting as she was, she was a menace to navigation, and had been set on fire for the sole purpose of removing such obstruction to navigation. The case was submitted without evidence. Held, that the destruction of an object of such a kind, of no proved value, at sea and presumptively abandoned by her owners, does not afford any presumption of negligence or wrong and is not actionable.

The destruction of such dangerous obstructions in the fairs of the sea, either when abandoned or when not proved to be worth saving, is not tortious, or actionable, but rather a praiseworthy and beneficent service. The removal of such obstructions, now numerous in the Atlantic, and threatening destruction to life and property through the utter impossibility of taking any adequate precautions against them at night, in dark or in storm, has become a matter of international concern. Every year more or less collisions and loss are caused by them. (See 3 Pro. Maritime Conference pp. 308, 317, 432.) Directly interested as all private individuals engaged in commerce may be n removing such dangerous obstructions whenever met, the work is often attended with such difficulty, and delay, and interruption of the voyage, that private hands can not be relied upon to perform the work. For some years past, therefore, the public vessels of different maritime countries, including our own, have been more or less engaged in clearing the seas of these obstructions. The work of our own navy in this field is not by virtue of any statutory authority, but under the law of necessity, for the protection of life and property, and for the manifest public good. Against such interests, no more technical rights or property in derelict or abandoned vessels can be set up in a Court of Admiralty; and a removal of such objects, if justifiable when done by public vessels, is equally justifiable when done under similar circumstances by private hands.

So far as I have been able to ascertain, no rules have been prescribed for the government of our public vessels as to what derelicts shall be destroyed at once, or what shall be allowed a longer space for possible salvage efforts. This seems to be left to the judgment of the individual officers in command, having reference to the nature, condition and circumstance of the derelict. Not only does the general judgment of the representatives of maritime nations approve of this work, but its prosecution with more vigor has been earnestly advocated. (See Maritime Conference *ut supra.*) That no private rights should be held infringed by this service when it is carried on with reasonable judgment, I have no manner of doubt. The neglect by the owners to take immediate steps to recover dangerous derelicts in the pathways of commerce, when their poition is reasonably known, ought to be treated as an abandonment of them, as I have already said, to be dealt with according to the best judgment of those in whose way they come. The derelict in this case was, as the pleadings state, a scow. Such a craft shows but a little above the water, and is very peculiarly perilous in a much frequented pathway which is subject to the most violent tempests and storms. Had the master supposed the scow worth salvage after having taken her in tow, there is no conceivable motive why he should not have continued on with her. I base nothing, however, upon the unproved averments of the answer. But without further explanations than the libel itself affords, I must hold that the destruction of an object of that kind, in such a place at sea, of no proved value, and presumptively abandoned by the owners, does not afford any presumption of negligence, or wrong, and is not actionable.

Even if the master's act were unjustifiable and tortious, still I think this libel *in rem* against the vessel could not be maintained; because the act of the master in setting the scow on fire, if not justifiable for the reasons above stated, was a purely personal tort of his own, for which he and those who participated in the act were alone liable. The act was not done in the service of the ship, or for any benefit to the ship, or by any act of negligence in the navigation of the ship; nor was it done in the execution of any duty of the master of the ship, or to her owners, nor was the act within the scope of the master's duties or powers as the representative of the owners. Neither the owners, therefore, nor their preperty, can be held legally answerable for it. Libel dismissed with costs. January 8, 1892.

COLLISION ON LAKE ONTARIO.

NEWS FROM KINGSTON, ONT.

Special Correspondence to The Marine Record.

On Thursday at near midnight the steamers Tecumseh and Algerian collided in a dense fog six miles above Point Peter, and the collision might have resulted in a very serious accident had it not been for the watertight bulkheads in the Algerian's hull. The Tecumseh is a wooden steam barge, owned by McArthur Bros., of Toronto, and was bound for Port Dalhousie, towing two consorts, all light. The Algerian is the well known passenger steamer of the Richelieu and Ontario Navigation Co., and was in charge of Capt. John McGrath, bound from Toronto to Montreal, with about fifty passengers. Capt. McGrath states that it had been very thick all the passage down, and he had not left the deck since leaving Toronto. The Algerian left Cobourg on time, and when within about thirty minutes run from Point Peter, going along at the usual rate, the whistle of the approaching steamer was heard ahead a little on the port bow. Both steamers were sounding their fog signals, and as the whistle of the other steamer seemed to draw off his port bow, Capt. McGrath did not check his speed, but in company with his two mates, who were on deck, kept a good lookout. Suddenly, without any warning, what proved to be the Tecumseh, loomed up crossing the course of the Algerian at about right angles. The signal was given to reverse the engine, and the wheel was put aport, but too late, and the Algerian struck the Tecumseh abaft the foremast of the latter, smashing the Algerian's bows completely, and breaking the rail and covering board of the Tecumseh. Some of the passengers of the Algerian were greatly excited when they heard the order given to lower away all the boats, and one lady fainted in the arms of her friends. Robert Wish, from Glasgow, Scotland, a passenger on board the Algerian, stated to your correspondent that the wildest excitement ensued, and that some of the crew of the Algerian would have deserted their vessel if he had not threatened to riddle them with his revolver if they did not stand by the steamer with the boats. But Capt. McGrath says his crew had no intention of deserting the steamer. When the boats were lowered, and it was found that the bulkhead kept the water out, the Algerian continued on her way to Kingston, and is now on dry dock here. It will cost about $1,000 to repair her bows, and in the meantime her place on the route will he taken by the steamer Corinthian. The Tecumseh is on dry dock at Port Dalhousie, and her damages, which are slight, are all above light water mark. Capt. William Manson is in charge of the Tecumseh. An investigation will likely be held by the Marine Department.

The steamer Sir L. Tilley, bound to Kingston with the barges Merritt and Benson in tow, all grain laden from Duluth, ran on the Gull shoal near the False Ducks and had to lighten 2,000 bushels of grain and all her fuel before she could be released. The same tows were also ashore in the Sault River bound down this trip.

Hiram A. Calvin, the well-known vessel-owner and forwarder, president of the Calvin Co., L't'd, has been elected by acclamation to represent the County of Frontenab in the House of Commons, the position made vacant by the appointment of the Hon. G. A. Kirkpatrick to the lieutenont governorship of the province. As Mr. Calvin is widely known as a man of irreproachable character and strict integrity his election is hailed by all classes, but the marine men of this section are especially jubilant over it. Having been intimately connected with marine matters all his life-time, and having a large interest in the prosperity of our merchant marine no one will be better able to advise with the government on all questions of interest to navigation. It is particularly fitting that Mr. Calvin should succeed the Hon. Mr. Kirkpatrick as he strongly supported the latter gentlemen in his successful efforts to bring about the agreement for reciprocity in the wrecking laws. The RECORD extends hearty congratulations to the new member.

Mr. Ira Folger has been ill for the past week and his position as purser of the steamer Richelieu, is being filled by Capt E. A. Booth Jr.

The steamer Spartan of the R. & O. Nav. Co., met with a slight mishap by the breaking of the key in the end of the piston-rod while bound down Lake Ontario. It took four hours for the crew to row to Brighton for assistance. The Varuna towed the Spartan to Brighton and the tug Olevia Gordon towed them to Kingston where repairs were made.

The steamer Rocket, of the Deseronto Navigation Co., is doing a very large excursion business on the Bay of Quinte but she is not as fast as was expected, and the steamer Hero still carries the broom among the Bay steamers.

Capt. Joseph Kennedy is lying very ill at his home in this city.

The S. S. Wergeland of Bergen, Norway, presented a very curious appearance on her arrival here from Chicago. Wherever paint work would admit the autograph fiend had written his name, and it was calculated that over 5,000 citizens of Chicago had registered in this manner.

A large excursion party from Watertown, N. Y., paid Belleville City a visit this week and were so well pleased at their treatment on the steamer Hero that they presented Capt. Gilbert Johnston and his officers with a complimentary address.

MAGNET.

COLOR BLINDNESS.

A continuation of the knowledge of colors is very important, says L. Webster Fox, M. D., in the journal of the Franklin Institute, when we know that engine drivers or men on ocean steamers have daily to peril human life "on the indication of a colored flag or light." Congenital color blindness is easily detected, and those who are color-blind rarely apply for important positions in which color plays a *role* in the occupation. It is after men have secured a position and are consumers of tobacco, or have passed through a severe illness, that they should again be made to undergo examinations, for tobacco, quinine and santonine enter largely into the class of drugs which might produce such a defect. Therefore, says a contemporary, all men such as engine drivers and seamen should undergo an examination for color-blindness at least twice a year.

NEWS FROM CANADA.

Ministers Foster and Bowell have arrived back at Ottawa, from Washington. They will not say anything official for publication until they report to Premier Abbot, but they state that their mission has been satisfactory generally. It is understood that a pledge was given to Secretary Blaine by the delegates that after this season Canada will no longer discriminate against American ports.

Mr. Walter Shanly, of Montreal, has sent the following letter to the mayor, John Carruthers, of Prescott, a Canadian port on the St. Lawrence River above the rapids: "I was pleased to learn from your recent letter that active steps are being taken toward the erection of a large grain elevator in Prescott, an enterprise that I firmly believe would prove a paying one for those interested in it. Prescott is really the foot of lake navigation in Canada, as Ogdensburg, opposite, is in United States waters, and possesses, besides certain natural advantages of its own capable of being turned to account so as to make it the most convenient point possible for the transshipping of grain from the lake vessel to the railway car or into store. The town has a deep water front, where the largest vessels now navigating, or that ever will navigate these waters can be brought close alongside the rail, which also can be cheaply laid close along the water front—and where elevators can be so placed that long trains of cars may be pushed through without break of length, instead of as in most other places, coming "end on." This alone signifies a large saving in the moving and shunting of trains, and so cheapening and expediting the handling of grain. I know of no point on Lake Ontario waters where as convenient connection can be made between water and rail, as at Prescott. The St. Lawrence is bound to assert and secure its rights as the one great natural outfit for the traffic in grain, the growth of which we cannei her estimate nor over estimate, and for the easement of which every natural advantage must, and eventually will be made the most of. Nature has done handsomely by Prescott, enterprise so well backed should now step in and do the rest."

WRECK CHART OF THE GREAT LAKES.

The Department of Agriculture, Weather Bureau, has just issued a chart of the Great Lakes showing the location of wrecks and giving the names, dates and causes which led to the loss of each vessel in their relation to the weather experienced at the time of the casualty.

The province of a Wreck Chart is to point out graphically the most dangerous points and portions of a coast to the navigator, so that, when being in the vicinity of a nest of wrecks, extra caution in observing the different phases of the weather may be taken and the dangerous localities guarded against, and be passed in safety to life and property.

The value of a closely recorded Wreck and Casualty Chart is inestimable in studying the weather conditions in relation to velocity and direction of prevailing or destructive winds on the lakes as well as on the coasts. Also pointing out where display signal stations are of the most value, and in this connection the well-advised measures now being taken by the Department of Agriculture, Weather Bureau, to ascertain the gyration of winds, their force and general characteristics on the Great Lakes, will no doubt prove to be of the greatest value to the scientific and commercial world.

The chart contains 147 wrecks, involving a total estimated loss of $2,955,590, and 257 lives, of which it is fair to assume that a large proportion might have been saved had the weather conditions been known, in many cases, for only a few hours in advance, as in a number of cases the vessels had left port or shelter in so limited an interval prior to their total loss.

The many cases of stranding in thick foggy weather, through the sudden changing of the winds, or from any other causes are not noted where the vessels have ultimately been released, as so many hundreds are each season; on the contrary, each circle and number indicates, as near as can be learned, the location of the wrecks, though as the terms latitude and longitude are not in ordinary use, it has been found necessary to approximate some of the given bearings, etc.

The Department having entered upon a system of wind and current observations on the Great Lakes it will be but a few years when the physical geography of these inland seas may be presented in an intelligible manner to the average citizen and the lake-faring community and interests in particular. To this end a corps of voluntary observers are requested to aid the Weather Bureau officials in the lake districts, and as but a brief time will be necessary to record the desired particulars, it is hoped that a majority of the vessel-masters navigating the lakes will contribute their quota towards the attainment of such valuable information, so that life and property may be benefited and preserved in all seasons.

THE BAKER SUBMARINE BOAT.

Commodore Folger, U. S. N., who recently visited Detroit to examine the Baker submarine boat, says the invention is quite a promising one—the best he has yet heard of, but requires further development to become of practical use. The boat must be increased in power and changes made in the motive apparatus to insure more reliable and prompt action before he will be prepared to give it his official endorsement.

NEW MEMBERS OF THE E. M. B. A.

During last winter the organization of lake shipmasters, known as the Excelsior Marine Benevolent Association, increased its membership 174, and is now represented by nine lodges, having a total membership of 892. The number placed before the following names shows the pennant assigned to each master having joined the order since the directory was issued:

719 William Tomlin
720 William L Hutchins
" 1 Charles Ahlstrom
" 2 Frank Brown
" 3 Fred Howe
" 4 Charles Bronson
" 5 J M Thomas
" 6 John Tyrney
" 7 John W Sloan
" 8 James Kennedy
" 9 W H O'Neill
730 P. Ryan
" 1 W H Campau
" 2 James Mara
" 3 R W Hayes
" 4 David Beggs
" 5 Geo S Witney
" 6 F Miner
" 7 Samuel N Atwood
" 8 Geo L Cottrell
" 9 John Sweeney
740 James O'Brien
" 1 Michael McCune
" 2 Walter E Campbell
" 3 James Parsons
" 4 Richard Tobin
" 5 John C Brown
" 6 M H Finneron
" 7 August E Anderson
" 8 H W Blend
" 9 John Massey
750 William Livingstone, Jr
" 1 William Lennon
" 2 Thos Hackett
" 3 Alexander J McKay
" 4 Alexander Ruelle, Sr
" 5 James McLarty
" 6 Jerry O'Sullivan
" 7 William J Dwyer
" 8 S B Grummond
" 9 James E Miles
760 Lewis W Stone
" 1 C H Woodford
" 2 George J Carter
" 3 F A Derrity
" 4 John C Carey
" 5 Harris W Baker
" 6 James Tobin
" 7 Murray G McIntosh
" 8 Andrew Peterson
" 9 Chester C Roberts
770 George Graham
" 1 Charles McMillin
" 2 Andrew C Wanoig
" 3 J E Sheehan
" 4 W E Comer
" 5 Patrick J Canniff
" 6 B Wilds
" 7 John Andrews
" 8 John Wilson
" 9 Thomas Fitzsimmons
780 Martin O'Malley
" 1 Alexander B Miller
" 2 Philip Rice
" 3 Julius A Ward
" 4 John C Hazen
" 5 William Burns
" 6 William Hagan
" 7 John Hagan
" 8 John A Miller
" 9 Wm H Brown
790 E Rathburn
" 1 H H Leonard
" 2 Charles J De Beau
" 3 Frederick G Marsden
" 4 Charles H Cartwright
" 5 J B Lozen
" 6 Richard A Cottrell
" 7 David C Canier
" 8 Alfred Mitchell
" 9 George A Shaw
800 Robert P Thompson
" 1 George W Pierce
" 2 John E Cornwall
" 3 William Cavers
" 4 C L Brown
705 Alexander Begg

806 E B Marquette
" 7 Thomas C Ellis
" 8 James Brines
" 9 Charles H Howland
810 Anthony Lalond
" 1 Joseph C Whetstone
" 2 Hugh O Miller
" 3 Lewis A Campau
" 4 Peter A McKinnon
" 5 William Barrett
" 6 Joseph Rouleau
" 7 Syd Scott
" 8 George Scott
" 9 J P Young
820 Alpha Simons
" 1 Murdoch Rowan
" 2 Reuben Mossier
" 3 E A Bouchard
" 4 F A Wetmore
" 5 Charles Hubbard
" 6 T C Herrick
" 7 James Cunningham
" 8 A S Fitts
" 9 Frank Henrich
830 Harry Tyrie
" 1 Isaac G Gillespie
" 2 John M Edson
" 3 Edward McNally
" 4 W J Lever
" 5 Lucius S Goss
" 6 Wallace King
" 7 Martin Christy
" 8 David Kelley
" 9 Charles A Vosburg
840 Eugene Winchester
" 1 Francis Nixon
" 2 J B Warner
" 3 George V Sage
" 4 Norman B Walker
" 5 Joseph Criquie
" 6 Lorenzo W Cook
" 7 Edson W Dorsey
" 8 John Cunningham
" 9 John H Robertson
850 W G Shackford
" 1 Frederick J Meno
" 2 Daniel Nelson
" 3 Thomas P Dunn
" 4 Edward G Ashley
" 5 Charles P Sherbow
" 6 James McKinley
" 7 James W Skeldon
" 8 P J Girard
" 9 M Hetterick
860 Frederick G Benson
" 1 Alfred P Chambers
" 2 W H Wilson
" 3 W H Fortani
" 4 Horace W Bogert
" 5 Edward F July
" 6 R H Sunderland
" 7 John N Clossey
" 8 Robert A Lyons
" 9 Lewis A Brockway
870 Oliver Green
" 1 Charles Grewinch
" 2 Frank D Perew
" 3 George H Irving
" 4 Frank J Cadotte
" 5 Henry C McCullum
" 6 Henry Risto
" 7 Philip H Ryan
" 8 James F Nolan
" 9 Charles Tiedke
880 George A McCoy
" 1 John L Bradshaw
" 2 Spencer Hill
" 3 William Wilkinson
" 4 Patrick Kelly
" 5 Joseph Nicholson
" 6 M J Haberer
" 7 Peter Marsh
" 8 John Cassin
" 9 John M Beverly
890 Charles McCrea
" 1 James A Maddigan
892 Peter Christianson

The increase of membership is divided as follows:
Lodge No. 1, Buffalo, N. Y., 9 members.
Lodge No. 2, Port Huron, Michigan, 13 members.
Lodge No. 3, Chicago, Ill., 20 members.
Lodge No. 4, Cleveland, O., 14 members.
Lodge No. 5, Bay City, Mich., 9 members.
Lodge No. 6, Milwaukee, Wis., 11 members.
Lodge No. 7, Detroit Mich., 43 members.
*Lodge No. 8, Marine City, Mich., 26 members.
*Lodge No. 9, Toledo, O., 29 members.

*Marine City and Toledo are new lodges, and the above figures represent the full membership to date.

THE fine new steamer Geo. W. Roby, has had her three spars taken out of her, and now carries a pole forward to accommodate her mast-head light, other weighty equipments being dispensed with, she will carry an extra amount of cargo each trip A looking into these features by lake vessel owners will soon bring about such a change that even a spare eye-bolt will not be carried in the future.

THE WAY TO THE LAKES.

Yacht clubs and yacht owners, both on the lakes and seacoasts, are to be invited to be represented at Chicago by their boats during the World's Fair. The invitations are to be official, and will be accompanied by detailed information concerning the depth of water in the various canals, the size of locks, etc. It is believed that several hundred yachts will accept this invitation.

To those who contemplate taking their craft to Lake Michigan for the 1893 review, the following table, giving the dimensions of all the Canadian canals on the route from the seaboard, will be of interest:

Lachine Canal—	
Length of canal, miles	8
Number of locks	5
Dimensions of locks, feet	227 x 45
Depth of water on sills, feet	9 to 16
Beauharnois Canal—	
Length of canal, miles	11¼
Number of locks	9
Dimensions of locks, feet	200 x 45
Depth of water on sills, feet	9
Cornwall Canal—	
Length of canal, miles	11½
Number of locks	6
Dimensions of locks, feet	200 x 45
Depth of water on sills, feet	9
Forran's Point Canal—	
Length of canal, miles	¾
Number of locks	
Dimensions of locks, feet,	200 x 46
Depth of water on sills, feet	9
Rapide de Plat Canal	
Length of canal, miles	4
Number of locks	2
Dimension of locks, feet	200 x 45
Depth of water on sills, feet	9
Galops Canal—	
Length of canal, miles	7⅝
Number of locks	3
Dimensions of locks, feet	200 x 45
Depth of water on sills, feet	9
Welland Canal—	
Length of canal, miles	26¾
Number of locks	25
Dimensions of locks, feet	270 x 45
Depth of water on sills, feet	14

LAUNCH OF THE MARITANA.

As we went to press last week the large steel steamer Maritana was launched from the yards of the Chicago Ship Building Co. It was estimated that about 4,000 persons attended the launch, which was carried out successfully. This large steel steamer was built by the Chicago Shipbuilding Co. for the Minnesota Steamship Co., at a cost of $250,000, to engage in the Lake Superior ore trade. Her tonnage is 2,800, length 350 feet, keel 330 feet, beam 45 feet, and depth 24½ feet. She has triple expansion engines 24, 39, 63 inches in diameter, with 48-inch stroke, steam being furnished from three 12x12 steel boilers, tested to bear 160 pounds of steam. With the present low stage of water she will carry about 3,000 tons, and her speed will be about fourteen miles an hour. In outfit the Maritana will have all the latest and most improved machinery for the quick handling of freight, and she will be lighted throughout by electricity.

She was designed as a carrier, the model, nevertheless, shows great symmetry. The lines are easy and the ends are especially fine. Among the invited guests were Mrs. Emmons Blaine, Miss Blaine, Mr. and Mrs. W. J. McCormick, Mr. and Mrs. Walter F. Cobb, W. L. Brown, and H. G. Dalton, of Cleveland, the latter representing the owners, the Minnesota Steamship Co.

The launch was quite an event among Chicago society people. The ship was christened by Miss McKeever, daughter of General McKeever, of General Miles' staff.

E. G. Schubert, owner of the schooner Horace Badger, had been standing on the deck of the Martana, but was thrown headlong overboard when she began to move down the ways, and he also received a re-christening "a la Baptist," amid the cheers of the visitors and sight-seers.

COALING FACILITIES AT PORT HURON.

The Tunnel Coal Dock, situated just below Port Huron tunnel, and owned by Miller & Worden, has had a very excellent patronage this season, and the business of fueling steamers at that point seems to have met with the appreciation of vesselmen.

The firm secured this property last fall and at once put in the pocket fueling system, also a powerful derrick and twenty five large storage buckets which are always kept filled ready for fueling purposes. So excellent are the facilities offered at this new dock that nearly fifty steamers, including some of the largest boats on the lakes have taken their fueling supply from there regularly. Miller & Worden are men of the highest integrity, and prompt dispatch with fair dealing is assured each of their patrons.

THE A. A. Parker, (formerly the Kasota) Capt. Hutten, is doing excellent work and again ranks in the A1 tonnage of the lakes. This speaks well for Quayle's Sons, who built the steamer in 1884, and although she laid nearly cut in two at the bottom of Detroit river for all one winter, she opened up sound, and with the needed repairs is now a handsome first-class steamer.

Notes.

THE shipbuilding firm of W. Gray & Co., West Hartlepool, England, launched a vessel every two weeks throughout the year of 1891. The average tonnage of these vessels was 2,273 tons.

THE *Shipping World*, of London, states that nickel steel is probably the shipbuilding material of the future, since it is at once stronger and lighter than ordinary steel, and has the great advantage of resisting the corroding action of salt water.

AN instrument has been invented in Germany by which the profile of a river bed may be taken automatically with sufficient accuracy. A curved arm rests on the bottom of the river, and, by means of recording mechanism, the depth is automatically and precisely registered on a revolving drum.

THE British admiralty, when it granted the subvention of $105,000 to each of the Inman steamers, to be forfeited in case of a change of nationality, reserved the right of absolute purchase of both vessels at stated prices. This right, it is said, has not been relinquished by the British Government up to date.

THE new steamer J. J. Hill, built by the Morley's at Marine City, will be taken to the coast this fall via the St. Lawrence system of canals. This steamer was built under special survey for classification in the "Record of American and Foreign Shipping" and will no doubt enter the Southern trade as her builders have large lumber and other interests in the Gulf States.

THE Goodrich Transportation Co. has just ordered from the Mather Electric Co., of Chicago, one of their new automatic search lights to be placed on board the large twin screw steel passenger steamer Virginia. The Mather Electric Co. expect to have this important equipment in perfect running order next week when a full description of the light will be given in these columns. It is also learned that another line of passenger steamers making ports at night are figuring on the adoption of the powerful new search light.

WHEN the engineer of the Mersey (England) Harbor Board suggested that the bar be dredged the whole length for a width of 1,000 feet and to a depth of 17 feet at low water, engineers throughout Great Britain claimed that if the channel was deepened, the current would be more sluggish. The result has been the very opposite. There is now a depth of 18 feet, and the current is greater. The board proposes to build a dredge able to scoop up 4,000 tons an hour, ond clean the bar out to a depth of 30 feet.

IT is in contemplation by the Dominion Government to embark on a vigorous policy looking to the completion of a 14 foot chain of navigation from the tide-water to Lake Superior by July 1, 1894. It is felt that considerable saving in superintendence, wages of staff, etc., can be affected if the canals at present under course of construction or enlargement, are pushed more rapidly, and the government's determination to press forward with the work is hailed with satisfaction by Canadian forwarders and vesselmen generally.

MR. GEORGE B. HUNTER, of the firm of C. S. Swan & Hunte Wallsend, England, visited Cleveland last week, and it was learned that the work of his firm during the year 1891, although showing a decrease of tonnage launched as compared with 1890 has been of a very varied character. They have launched seven steamers, five built of steel and two of iron, and one large steel sailing ship. The return also includes a patent barge, the first vessel built on Holzapfel's patent hydraulic flanged principle, and a large pontoon dock. The output in tonnage was 21,949 tons, as compared with 26,454 tons in 1890. The iron steamers above referred to are the first built of that material by Messrs. Swan & Hunter since 1885.

BY steady and persistent efforts the Great Lakes are beginning to receive a share of the legislative attention to which this area is so justly entitled. Congressman Weadock's bill for an appropriation of $150,000 to construct and operate weather bureau stations on Thunder Bay and Middle Islands, Lake Huron, and for the establishing of telegraphic communication between those points and Alpena, Mich., has passed the House, and with the energetic assistance of Senator McMillan, will no doubt pass the Senate. It has been carefully computed that 40,000 vessel passages are made within sight of these stations during the season of navigation and transportation companies have repeatedly petitioned Congresss to establish these stations as aids to navigation. It is to be hoped that no impediment will be placed in the way to prevent the Weather Bureau at Washington from putting these valuable stations in operation at an early date.

TWENTY-EIGHT hours from Sault Ste. Marie to Duluth is the latest record for speed made by the Northern Line steamer North Star. The distance, as worked out in the cards of sailing distances is 397 miles, thus showing a fourteen mile gait for these excellent freight steamers, consisting of a fleet of six, built to the order of J. J. Hill, the northern railroad magnate by the Globe Iron Works Co.

DENMARK has just launched the two first steel vessels ever built in that country, they are sailing vessels barque rigged, and of 2,300 tons burthen.

The Marine Record.

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THE bill granting reciprocal wrecking privileges on the lakes ought now to be announced and another conference brought about to consider the canal tolls question. These are subjects of great importance to lake vessel interests, and an equitable arrangement of same should be entered into before the close of this season of navigation.

IT would seem as if the United States Emigration Commissioners at lake ports were unduly active in straining after particulars of the nationality of lake seamen. Shipping men from a United States port is *prima facie* evidence of their domicile under the flag and any other conscruction would act derogatory to the best interests of shipping. So also may a foreign crew or any part thereof be shipped in a foreign port if Americans are not available, but there can be no excuse under the law for bringing foreigners to an American vessel in a home port, unless it can be proved that American seamen were not obtainable.

CONSIDERING that gauges to determine the rise and fall of the water at important river points are found to be a valuable means of information by the U.S. Weather Bureau, would it not be in the direction of ascertaining and developing a knowledge of the physical geography of the Great Lakes if such official gauges were also placed at certain advisable locations? The Ohio, Tennessee, Cumberland, Wabash and Upper Mississippi rivers are guaged for the benefit of commerce and agriculture and a corresponding amount of good might develop on the lakes by learning the amount of precipitation, outflow and evaporation during the several periods of the year.

Two more collision cases between steamers during the past week marks the necessity for a closer observance of and better framed fog signals. On Lake Ontario a water tight bulkhead no doubt saved the lives of a number of passengers as well as the steamer, barring a $1,000 repair job and the necessary detention, but the casualty on Lake Michigan only gave the crew a few minutes to get clear of the sinking steamer. There is, or ought to be, a strong lesson taught from these instant collisions and sinkings, viz.: Heed not a vestige of clothing or the saving of valuables at such a moment, as the entire list of collisions shows loss of life when delaying to save property, A fastidious son of Neptune wanting to be rescued and go ashore ship shape recen tly made a plunge for his linen collar and "grip", he reappeared just as the hull disappeared, so that his advent into the domain of "Davy Jones" was in orthodox fashion. Only last week a female cook halted for a trifle of jewelry, and that she also took with her to the place where adornment is at a discount. The doctrine of procedure to be derived from the foregoing is, ship first and life next!

AN OFFICIAL BOARD OF INQUIRY.

The several recent collisions on the lakes brings more forcibly to mind the benefits to the marine community and kindred interests which would eventuate from official inquiries being held to determine the cause of these so thought and called "acts of God."

When a catastrophe takes place on shore, due and diligent inquiry is usually made to ascertain if possible the why and wherefore of the casualty, also to suggest means for preventing a repetition of the loss to life or property, and it surely goes without saying that this would also be the best means of modifying the evils afloat.

Admitting then that an inquiry into these cases is essential for the best interests of commerce and that the evidence brought out in the examinations, coupled with the decisions of the court, would clearly outline and develop the laws appertaining to the rules of navigation, is it not somewhat surprising that these casualties occur and unless a suit at law takes place no one is any the wiser? No one can guard against a similar accident for the exact circumstances leading up to the known effect are kept ridiculously silent, and whether it is an error of judgment, of the rules of navigation, or of a mechanical failure at a critical moment, is not known; nor ever will be till results are inquired into!

At the present we have the rulings of the courts of admiralty on contested grounds, and with the litigiously inclined. The Commissioner of Navigation is also empowered to exercise a general superintendence of the commercial marine and merchant seamen, yet beyond issuing an official number for a new vessel the office is hardly known or called into question on the lakes. The board of Supervising Inspectors of steam vessels exercise a powerful legislative sway over steam vessels only, but they have no official knowledge of there being a sailing vessel or vessel in tow under the flag, at least on the lakes, so that in the event of sailing vessels colliding, being run ashore, prematurely abandoned, etc., they have not the authority to ask the why or wherefore, or if sail and steam come together the former might ignore the authority of the "rulers in steam" and probably would, for in the event of the sailing craft being in fault the decision of the steamboat inspection service would not apply, while even in steam, it is questionable if the inspector who licensed and vouched for an officer's competency one week, would be the proper person to declare the same officer totally incompetent perhaps the following week.

S. I. Kimball, General Superintendent of the U. S. Life Saving Service, to whom all wrecks and casualties are reported, according to and under authority of the act of June 20, 1874, perhaps ,takes a greater cognizance of these matters than any other Federal officer, but, it is surely not within the province of his office to hold a judicial inquiry into the losses, for up to the present time the entire list of wrecks and casualties have been disposed of by tabulating in an annual report, and only then, when the aid of the service has been asked to relieve or assist the persons or property wrecked.

From the foregoing sources there seems but little chance of obtaining direct knowledge of the causes which leads to loss of life and property, and the forewarnings that would obviate future losses are relegated to oblivion.

How, when and by whom this knowledge should be given to the maritime public may be left to those who are in executive power, suffice it to say that there is vast room for national improvement in this direction and the onus rests with the Secretary of the Treasury whose jurisdiction controls the several departments mentioned, to bring about, if nothing else, a bureau of intelligence, so that something may be learned of the system which permits serious loss to life and property.

The Russia-Celtic, Briton-Progress, Kalamazoo-Pilgrim, Clarion-Levi Grant and several others of recent occurrence are all cases which deserve inquiring into for the good it might do to others as a forewarning.

It would seem that a wreck commissioner appointed by the Bureau of Navigation and assisted by local men of wide experience and sound judgment, such as the owners and managers of vessel property, retired shipmasters and other technical experts, counseled by an admiralty lawyer, would evolve such evidence as might lead to a minimizing of the dangers now existing, and show where the faults lay. Such a board would not of course exercise any functions in awarding damages or determining anything but the cause of the casualty under consideration, yet as a jury, their suggestions or recommendations in specific cases would always bear a due weight.

LAUNCH OF THE MARIPOSA.

The Globe Iron Works Co. launch from their yards on Thursday at 3 p. m., the handsome steel steamer Mariposa built to the order of the Minnesota Steamship Co.

Since 1890 the same owners have had built a fleet of 8 steel steamers at a cost of about $1,650,000, and the Mariposa being the last is the "queen of the fleet." Her dimensions are 353 ft. over all, 335 feet keel, 45 ft. beam, and 24 ft. 6 in. deep. She will carry 4,000 tons on a 16 feet draft at an estimated speed of 14 miles an hour. The engines are triple expansion, cylinders 24, 39, and 63 by 48 inch stroke. Three 12 by 12 Scotch type boilers tested for 175 pounds steam, two water ballast pumps of large capacity, one centrifugal and one duplex, with steam windlass, capstans, steering gear and a complete modern equipment all furnished from the works of her builders.

Miss Bertha Pechin, daughter of Mr. E. C. Pechin, a prominent iron manufacturer, performed the christening ceremony.

Capt. George Mallory, who is one of the most skillful masters on the lakes, superintended the construction of the steamer for her owners and he will probably take command when she is ready for business.

LAKE SUPERIOR TIDAL WAVES.

Three remarkable tidal waves occurred on Lake Superior on Monday morning. The rise and fall, as tabulated at Duluth was in each instance exactly twenty-four inches. While no particular damage was done, shipping suffered considerable delay through groundings of vessels and counter currents of agitated water in the harbor.

A FREIGHT RECORD.

The largest cargo carried on the lakes this season was taken out of Escanaba by the steamer Maryland, of the Inter Ocean fleet on Monday. She loaded 3,069 gross tons of ore, nearly 3,400 net tons, from Escanaba to South Chicago, her best record made in 1890 was 3,333 gross tons of ore, which up to date is the largest cargo carrying record on the lakes.

SHIPPING A CANADIAN CREW.

Capt. Landgraff, of the schooner Ida Keith, has been charged with violating the Contract Labor law in shipping a Canadian crew at Sarnia, Ont. The Ida Keith discharged her Chicago crew at Port Huron. Owing to the opposition of the union seamen, she secured a new crew across the river. The Seamen's Union is pushing the case, but the action is brought by the Immigration Commissioners.

LOSS OF CAPTAIN LUSK.

Capt. Edward Lusk was knocked overboard from the schooner Tasmania on Lake Huron, off Point aux Barques last Thursday night and was drowned. The Tasmania was in tow of the steamer Australasia, and the accident happened in a dense fog. Capt. Lusk resided in Chicago and leaves a wife and one child. He was assisting the mate to set canvas when he was knocked overboard by the boom.

Capt. Lusk was for many years in the employ of the Pridgeons of Detroit, and for several years past he had sailed for J. Corrigan of Cleveland. He was a competent reliable mariner, and had a host of friends along the lakes.

DEVELOPING LAKE INTERESTS.

The Erie & Western Transportation Co., at their annual meeting last week in Philadelphia, Pa., decided to borrow $1,500,000 to be secured upon the terminal properties of the company. The money is to be utilized in increasing the shipping and terminal facilities of the corporation. In addition to a very fine fleet of steamers on the Great Lakes the Erie & Western Transportation Co., (Anchor Line) has some fine docks and elevators at Erie, where its boats connect with the Philadelphia & Erie Ry., and at Buffalo, where their connection is with the West Shore Railroad. Besides approving the proposed extension the stockholders re-elected all the old officers.

THE FREIGHT SITUATION.

Lake freight rates are in a very unsettled condition, last charters being made at $1 from Ashland, 90 cents from Marquette, and 70 cents from Escanaba to Lake Erie ports. Indications of a rise in the Duluth wheat rate, which is now at 2¾ cents, encourage vessel men in the hope for an advance in Lake Superior ore freights. The drop in Lake Superior soft coal rates from 45 to 40 cents this week was occasioned by a scarcity of cargoes, and is thought to be only temporary. At Buffalo hard coal advanced 5 cents to the head of Lake Superior, and 10 cents to Milwaukee, boats to the latter port being chartered yesterday at 60 cents. Lumber rates are firm and unchanged. The Chicago grain rate is firm, with signs that a number of boats can be supplied at present or slighily better figures.

COLLISION ON LAKE MICHIGAN.

The steamers Douglass and A. E. Wilds collided on Sunday night eighteen miles off Milwaukee in a dense fog, and the Wilds went to the bottom in three minutes. Her crew were taken off by the Douglass, and landed at Milwaukee on Monday. The Wilds was bound from Chicago to Escanaba, and the Douglas was going from Milwaukee to Saugatuck. The sunken boat was owned by A. E. Wilds, who also sailed her. She was valued at $23,000 and was insured for $18,000.

The A. E. Wilds was 236 tons, built by John Oades of Detroit in 1888 had been well kept up and was still on her first letter rating A1½ in Inland Lloyds.

The Douglass is a small passenger steamer of 226 tons, built by Martel of Saugatuck in 1882 clas ed A1 and valued for insurance purposes at $18,000.

THE whaling bark Progress, bound for Chicago and the World's Fair sailed from New Bedford, Mass., the 8th inst. She will be towed to Quebec, where her ballast will be discharged to enable her to come up the St. Lawrence system of canals. She is a typical old New Bedford "spouter," probably the last of the old time fleet, and fitted as she will be with boats, try works and the rest of her whaling outfit will be an interesting exhibit.

THE powerful wrecking tug Favorite promptly released the Colorado from the exposed position where she stranded last week.

(*Continued from page five.*)

City. She will run in connection with the Soo City, between this port and St. Joseph. The Soo City makes the run over in about 4 hours; and the Ossifrage, which has been lengthened and greatly improved, is expected to outrun the Soo City.

The schooner Elgin has been in port nearly two weeks, getting discharged. Her cargo consisted of about 7,000 hemlock ties, and the unloaders' union, refused to discharge the cargo, although Capt. Keenan offered them $175 to unload her, an amount largely in advance of their card price, which is 1½ cents per tie or post. As a last resort the captain set a crew of 14 union sailors to work to get the schooner unloaded and paid them $175. Would it not be a good plan for vessel masters to arrange to pay their crews an extra dollar a day beyond their regular wages to load and unload their vessels, and thereby save the heavy charges of the unloaders, as well as the delay often caused by refusing to unload vessels.

The L. M. and L. S. T. Co.'s steamer City of Duluth and City of Traverse were in dry dock and received new wheels. The steamer Ivanhoe was in for bottom scraping. The tugs Union, Wolf and Alert also for repairs.

Shipping master Biemel took a crew on board the schooner Ida Keith on Monday and remained on board with them till the next day. The schooner was detained in port owing to Capt. Landgraff having to appear before Commissioner Hayne with reference to his former crew shipped in Sarnia on his last trip. The case was continued until further notice. Capt. William Keith, owner of the schooner, becoming bond for Capt. Landgraff. Several members of the Seamen's Union who do more running around Chicago river than sailing, visited the schooner during Monday, but Biemel, who is a host in himself, kept them off the schooner without police interference or protection.

The schooner Seaman, in tow of the tug W. L. Ewing, collided with a pile driver at Jackson street, and had four stanchions and a portion of her bulwarks carried away.

The schooner Annie M. Peterson collided with Clark street bridge Tuesday morning while in tow of two V. O. T. tugs. The schooner had her martingale, bobstays and other head gear carried away.

BUFFALO, N. Y.

Special Correspondence to The Marine Record.

The steamer Italia had a narrow escape from disaster last Friday, and but the caution of her captain saved her. She went on the rocks at Sturgeon Point Reef, where the John M. Nicols was seriously damaged. It was foggy and the shoal water was discovered in time to back her. The only injury received was to her wheel, which had a piece taken out of each bucket: She took an up cargo of coal, without repairing the damage.

As the steam barge Curtis was towing two barges down to Tonawanda last Saturday, her tow line parted and set the barges adrift in the swift current of the Niagara. The tug E. C. Maythem happened, however, to be close at hand and by quick work managed to pick up both of the drifting vessels before they struck the rocks on the Canadian shore.

The steamers John B. Lyon and A. P. Wright were sold last week through Galvin, Mallon & Boland. The Lyon is replacing her four masts with three pole spars. Her master, Captain Bailey, arrived here on Tuesday. Capt. Perew has now disposed of nearly all of his large holdings in floating property.

H. G. Trout is making a new high pressure cylinder for the steamer Geo. T. Hope. The order came by wire from Toledo, O.

There are at the present writing about 30 lumber laden craft at Tonawanda, awaiting the result of the strike of the dock laborers there. In a riot on Saturday two policemen were shot, one being seriously injured. The lumber firms are attempting to unload vessels with the yard forces, but the work is slow on account of the interference of the strikers. Both the strikers and their employers seem confident of victory, but the latter are determined to break up the union of lumber handlers at all hazards, as their success at Tonawanda would probably mean trouble all over the lakes.

As predicted in THE MARINE RECORD of last week the Cyclone floating elevator, over the location of which there has beeen so much wrangling, was brought back to its original location and is now busy loading canal boats at lower rates than the Association elevators charge. It is not likely to be interfered with again, unless it blockades the harbor.

The various excursion companies who do business from the foot of Main street, where dock room is most limited, are liable to have trouble with each other before he season is out, if they pursue their present tactics. All try to get first to the dock, and once there, refuse to move for boats coming in later. The two steamers of Sloan & Cowles, and a like number each of the Niagara Falls and Crystal Beach and Fort Erie companies come into competition at this point, and the new steamer Columbia, which makes her first trip next Saturday, will probably make matters still more interesting.

The three union sailors who drove off the crew of the schooner Mabel Wilson some time since, have been held in $1,000 bail for the United States District Court at its September term.

It is stated on reliable authority here in contradiction to a dispatch from Cleveland stating that ex-shipping master Boyd's fine of $1,000 for shooting Big Mike last fall had been paid by Cleveland vessel owners, that but a part of this sum has been raised. Secretary Keep, of the Lake Carriers Association, has the matter in charge and is now in Washington. It would seem that the sum ought to be raised, for whatever Boyd did to incur the distrust of vessel owners after his affair with large Michael, it is the concensus of opinion here that he was right in using his gun in this case.

Wrecking Master Capt. George McLeod, of Smith, Davis & Co., has recently returned from an inspection of the sunken steamer Progress and the schooner Minnehaha, ashore at Detour. He thinks releasing operations on the latter have not been what they should, and says she is but a few feet from deep water and should have been gotten off long ago.

The revenue cutter Perry is in port on her regular tour of inspection.

Coal freights have continued stiff and the movement for last week was the heaviest of the season, over 100,000 tons. Lack of good down freights from Chicago and Duluth has largely cut off the supply of return tonnage to those ports, and shippers have taken all the tonnage in sight. This week's shipments will be lighter probably, but advices of a stronger feeling will perhaps bring plenty of boats here next week. Rates are firm at 60 cents to Chicago and Sheboygan, 50 to Milwaukee, 65 to Racine, 30 to Duluth, 40 to Saginaw, and 25 to Toledo and Detroit.

David Bell, the veteran shipbuilder, is doing a large business in the manufacture of his steam hammers, which he sends to all parts of the world. The second fire tug which he is building will be ready for launching on about July 1.

The Erie canal is doing so little business that it is hard to quote rates. They are nominally 2¼ cents for wheat, 2 cents for corn and 1⅜ cents for oats to New York.

J. L. Schraeder, marine editor of the *Courier*, fell in the hold of the Scranton on Tuesday and was killed. He had amassed a competence and leaves his family well provided for. Vessel men here deeply regret the loss of so valued a newspaper man.

DETROIT NEWS NOTES.

Special Correspondence to The Marine Record.

Charles T. Wilkins, the well-known admiralty lawyer of our city has moved his offices to 34 Campau Building

Whitney & Smith, the steamboat painters, have got into their new building at 107 Larned St. Their offices are among the finest in the city, the decorating, (their own work of course) is particularly handsome.

The Pittmans & Dean Co. have moved their offices into larger and more elegant rooms at 94 Griswold St. This company, a consolidation of several old firms, are doing a very handsome business. The name Pittman has been connected with the fueling business here for upwards of half a century.

Passenger agent Beebe, of Grummond's Mackinac Line has just got out what makes one of the handsomest three sheet posters ever printed. It is all engraved work, white letters and a chocolate crown background, the pennant or house flag of the line appears in the certer in blue, this three sheet poster is the work of the Detroit *Free Press* Co. The design is by Otlby of this city, it calls attention to Grummond's Line very conspicuously, they are for placing in all the larger lake cities and central Ohio towns.

The steam sand sucker Ohio, is here and will be put to work pumping the coal out of the Progress, the contract being awarded to Parker & Milen.

Work on the Graham & Morton boat, at the yards of the Detroit Dry Dock Co., is being pushed at a pace never before seen in this vicinity, and the ferry steamer Promise is as good as completed. She is a handsome craft and elegantly equipped.

Capt. S, B. Grummond's name is often mentioned as among the probable candidates for Governor this fall, but as many say he wouldn't have it.

Efforts to raise the old wrecker Saginaw are being made and she will probably be got afloat in a few days. She was insured for $8,000, the companies paid $7,000 loss.

Francis Line, the boiler covering man, Joe Graham, coal dealer, and H. C. Beeson, all of Detroit, were among the crowd of people I saw on the dock at Alpena as I came down on the steamer City of Mackinac Monday.

BAY CITY, MICH.

Special Correspondence to The Marine Record.

The tug Charleton is receiving repairs at Boutells dock.

The rebuilt tug Rumage is receiving a new cabin.

The steamer Westover which ran into the F. & P. M. railroad bridge at Saginaw, and had her upper works carried away, is again at work towing rafts.

The Hallenbeck-Hollister steel steamer building, and soon to be launched at Wheeler & Co., will be named W. H. Gilbert, for Mr. Hallenbeck's son-in-law.

The barge General Burnside is in the Bay City dry dock receiving repairs after collision damage.

The steam barge Sanilac is in the dry dock getting a general recalking. The Montana has been floated again and is now receiving her upper works.

Captain Reid has received information that the barge Minnehaha, which has been ashore near Detour, has been released and is now waiting for the tug Sea Gull to take her in tow.

The Saginaw Bay Transportation Co.'s tug Winslow ashore at Pelee Island, has been taken to the dry dock at Detroit, and will be in active service again this week. Though the company own a fleet of 14 tugs they have had to charter two more, the Howard, of Port Huron, and the Onaping, of Detroit, to assist them in their business.

The barge Sparrow, lumber laden from Tawas to Crump, West Bay City, struck a snag in coming up the river and stove a hole in her bilge. She was in tow of the tug Louise and managed to keep afloat until near Switzers dock when she settled to the bottom.

Things in general are booming at Davidson's shipyard. The keel for a new tug was laid Tuesday afternoon, she will be 90 feet long, and 20 feet beam, with a 4½ compound engine and boiler that will supply 130 pounds steam. She will be an improvement on the high pressure tugs that have been in use so many years. The big three are nearing completion and will be launched in the near future. J. P. R.

THE LAKE CARRIERS' ASSOCIATION.

FINANCE COMMITTEE.

The usual meeting of the finance committee of the Lake Carriers' Association, held on the first and last Monday of each month, was devoid of special interest, although considerable routine business was put through. Among other things under consideration was the complaint of a number of masters that the channels which the government has recently dredged out in St. Louis Bay, between Duluth and West Superior, are not marked, and it is necessary to employ a tug merely to guide the steamers through the dredged channels. It was decided that the attention of the Lighthouse Board should be called to the matter, and the secretary was so instructed. H. D. Goulder, counsel for the association, was authorized and directed to call upon Gen. O. M. Poe, at Detroit, with reference to the Sault Canal lock, and concerning the appliances which have been put in for the protection of the working parts of the lock and to procure a summary of all work done at the lock during last winter. It was also decided to draw an order on the treasury for the payment of such part of the fine of ex-Shippingmaster W. A. Boyd, of Buffalo, as has not yet been paid.

This is the last week for vessel owners to become members of the Lake Carriers' Association. After Saturday no more will be accepted. This has been found necessary in order to apportion expenses and properly manage such a large body as the association has got to be. A number of sailing vessels have joined the association recently.

GIVE WAY TO YACHTS.

Judgment has just been delivered in the much contested Widgeon *versus* Eurydice case by Judge McDougall, at Toronto. The case was tried twice in the County Court, and is now settled according to the following ruling:

There is no rule of law requiring small vessels to keep out of the way of larger ones though it may be easier for them to do so. A large ship going through a narrow channel may be unable to alter her course speedily, but so far as she can do so, she must comply with the regulations. In this case the Widgeon was entitled to the benefit of the rules and it was the duty of the Eurydice to keep out of her way. I find as a fact that the yacht was not in fault; that under the sailing regulations, she was entitled to and bound to keep on her course, and it was the duty of the steamer to keep out of her way. A vessel is not justified in delaying to take precautions to avoid a collision until the very last moment, or in trusting to being able to shave clear. If, by doing so, she frightens the other vessel into taking a wrong step, and a collision occurs, she will be responsible for the entire loss. This applies to steamships as well as to vessels under sail. It is the duty of a steamer where there is a risk of a collision, whatever may be the conduct of a sailing vessel, to do everything in her power, consistent with her own safety, to avoid collision. The duty of the sailing ship is to keep the course upon which she was when the other vessel was sighted. The mere fact that the steamer was taking no steps to keep out of the way will not cast upon the sailing vessel the duty of manœuvring, for a steamer is able to manœuvre and keep out of the way even when a sailing vessel is very close to her."

There is no getting away from the ruling that a steamer must in all cases give way to a sailing vessel, and although the actual damage awarded in the above case was only $75, the principle of steam keeping clear of sail has again been upheld.

FOREIGN SHIP-BUILDING.

From the consular reports of the world's shipbuilding for 1891, it is learned that in European yards steel predominates as a material, but that there is still for certain classes of vessels a considerable use of iron, and that in the north of England there were fewer steel vessels and more of iron built last year than in the previous one.

It is well understood that in a "steel" vessel, there is a considerable amount of iron plates used tor decks and other parts; and it is evident that some shipbuilders like to have that material for the hull also.

Although the progress of shipbuilding on the great lakes is phenomenal, and builders are generally well satisfied with the past season's work, and the record of one lake shipyard made in 1890, of ten steel steamers, having an aggregate tonnage of 28,800 tons, still holds the pennant on the lakes, yet, it is well to note what the shipyards of Great Britain are doing. And in this connection, the large output of W. Gray & Co. at West Hartlepool, England, for 1891, shows that there is still something left for American shipyards to eclipse. The record of the W. Gray & Co.'s yard, gives a launch every two weeks throughout the year, and the average tonnage of these has been 2,273 tons.

THE "BLUE RIBBON" OF SHIPBUILDING.

In 1890 the yards that launched the largest tonnage stood thus: Russell & Co., Glasgow; then W. Gray & Co., West Hartlepool; next Harland & Wolff, Belfast; and, fourth, Palmer's Shipbuilding and Iron Company, Jarrow. There was an alteration in the following year, for in 1891 the firms are in the following order, and with the tonnage named:

	Tons.
Harland & Wolff, Belfast	64,962
W. Gray & Co. (limited), West Hartlepool	59,033
Russell & Co., Glasgow	56,667
Sir Raylton Dixon & Co., Middlesborough	38,597

The fact that a Belfast firm launched the largest tonnage is in itself remarkable, and it is still more so when the absence of the production of steel plates and of iron in Ireland is borne in mind. It calls up the question of the position of the ports, transportation of material, etc.

The totals are given of the Clyde district, for the Clyde includes in its returns yards as far from it as Ayr, as follows: From 1886, when the output of the Clyde district was 172,440 tons, it rose year by year to 349,000 tons in 1890; but for 1891 it had fallen sharply off, the claim of the Clyde being that its total output for 1891 was about 325,477 tons, so that there was a declension of some 24,000 tons. As the output is contributed to by at least forty builders, it is apparent that the average output—some 8,137 tons per yard—is limited to that of some of our local yards, though it includes one building firm producing some 56,667 tons, and falling to others who turn out less than 149 tons. Ireland contributed no less than 105,000 tons from five yards in 1891. That tonnage was comprised in forty-one steamers, so that the average size was remarkable.

The largest shipbuilding firm in the United States—the William Cramp & Son's Ship and Engine Building Company, of Philadelphia, builders of the United States ships of war Baltimore, Philadelphia, Newark and others, had under construction when the above figures were compiled, of Government and mercantile tonnage, 43,698 tons, the five vessels aggregating an estimated value of £2,888,000, and including two battle ships.

CONTINENTAL SHIPBUILDING.

In the lists of German, Danish, Norwegian, Dutch and Austrian shipbuilders, the material used is nearly always steel, but there are a few instances of the use of iron, and in two cases "composite" materials are reported. Most of the vessels are steamers, but a sailing vessel figures in one or two of the lists. The vessels are mostly small, though one of over 3,000 tons figures in a Norwegian list.

Denmark.—The total tonnage launched in Denmark in 1891 was 8,416 tons.

Germany launched in 1891, 32,811 tons.

Holland—Represented by the Netherland Steamboat Co., launched in 1891 two steamers of 350 tons each, giving a total of 700 tons.

Norway—Built 13 steel steamers in 1891 of 5,496 tons gross register.

Austria—Built and launched 8 steel steamers, with a total gross register of 4,341 tons.

Italy—Built in 1891 only one steel sailing vessel, and the output is tabled at 422 tons, a singular falling off from the brisk building of modern tonnage formerly carried on in that country.

MARINE ENGINEERING.

Very great interest attaches to the engineering of the vessels built. The importance of marine engineering can scarcely be overestimated. In the British yards the indicated horse power of new engines built in 1891 shows a total of 219,675, in addition to the work for new steamers, the conversion of engines continues. Great changes continue in the industry, and the old compound engines, low in pressure, large in coal consumption, are rapidly giving place to those of the newer type, more economical in work, and having the accompaniment of the newer furnaces—corrugated, ribbed, or otherwise. The new type of water-condensers is also becoming more general in use.

The better type of vessel seems to have full work, and that at rates that are remunerative; but the older "compound" steamers find a difficulty in leaving a margin over their working expenses.

It is also noticeable in England that it is not the new, economically working ships that are laid idle, it is those of the older type, consuming much coal; and the problem is not so much how to check building as how to find profitable work for the old vessels that linger on the stage of the sea after their economic usefulness is gone. The new vessels, it is true, crowd out the old ones, but it is a lesson that every industry and many a human history shows—it is akin to the survival of the strongest, and clearly shows the advance made in marine transportation circles to be on a par with that of other modern industries.

Lloyd's Register Shipbuilding Returns for the quarter ended March 31st, 1892, show that, excluding warships, there were 493 vessels of 843,078 tons gross under construction in the United Kingdom at the close of the quarter, as against 549 ships of 804,846 tons at the same period of last year. Of the tonnage under construction, in March, 1891, 16 per cent. was sailing, but in 1892, 23 per cent. is sailing.

Figures received as to vessels under construction abroad, excluding warships and vessels under 100 tons gross, show that Germany heads the list with 37,199 tons; the United States is second, with 14,010 tons; Holland, Italy, and Norway each have just over 11,000 tons; Denmark, 8,000; while France has a little over 7,000

THE RAILROAD OCTOPUS IN TORONTO.

There is great grumbling among vesselmen in Toronto over the vast extent of water front the Canadian Pacific Railway keep lying idle. Now that the Milloy and Electric wharves are in a practically unusable state of transition to more commodious quays, ships can scarcely find dock room. Several steamboat owners have applied to the Canadian Pacific Railway for privilege to use wharfage in front of their property, but the company will not even allow a vessel to lie there while idle. Some strong language is being used by vesselmen about the tardiness of the City Council in coming to an arrangement with the railway company, and deploring the injury which is being done to the shipping trade generally.

THE COLOMBIAN WHALEBACK STEAMSHIP CO.

The whaleback type of construction is by no means taking a back seat in the arena of shipbuilding. In addition to the trans-Atlantic line, which will probably be built in Royden's yard, at Liverpool, England, under the management of Mr. Johnston, who recently visited the lakes, and is a large stockholder in the company, besides owning a fleet of about thirty steamers hailing from and sailing out of Liverpool. The stockholders of the Colombian Whaleback Steamship Co. met last Thursday in Cleveland and adopted a set of by laws, a temporary board of electors was also elected. A permanent organization will not be effected, however, until a future meeting, which will be held in New York. This company is formed for the purpose of building a large whaleback passenger steamer. She will be chartered to the World's Fair Steamship Co., which will use her and other boats for the purpose of conveying passengers to and from the Colombian Exposition grounds between Kenosha, Wis., on the north, and Hammond, Ind., on the south. The Colombian Steamship Co., which is capitalized at $750,000, holds half the capital stock of the World's Fair Steamship Co. Capt. Alexander McDougall, the inventor of the whaleback, holds a considerable interest, and a large portion of the stock is held by Cleveland capitalists.

OCEAN TRAMPS.

Sir Thomas Sutherland, speaking at a recent meeting of the Peninsular and Oriental Steam Navigation Co., after noticing the partial lull in shipbuilding, and more especially the lull in the building of great lines such as those which have in the past few years revolutionized some of the great trades, said:

"Although there is a certain lull, it is only, I consider, one of a partial character. The fact is, I suppose, every person engaged in shipping feels the competition to be so keen that it is necessary for him to obtain new tolls and new appliances at any cost. There is no doubt that the extremely low rates to which I have been referring as existing on the regular lines to the far East are due to the fact that these new vessels, with their improved machinery and their very large capacity, can work for a long time at what I might call ruinous rates without showing a cash deficiency. They may put by no depreciations they may run their own risk to a large extent in regard to insurance, but these newer vessels can run at what we should term locking back a few years ago, absurdly low rates without showing any absolute cash deficiency. There is also this fact that the tramp vessels, as they are called, or as they are more euphoniously described by the French, *vag bonds de l'ocean* are much more fortunate in working than regular liners such as ours, because they are able to go hither and thither at their will, and whenever there is the slightest spurt in our trade we suddenly find a flotilla of these *vagabonds de l'ocean* rushing in to bring it down to a lower level.

DUTIES OF ENGINEERS AND FIREMEN.

In his annual official report of the Bureau of Steam Engineering for 1891, Engineer-in-Chief George W. Melville, U. S. N., writes of the duty of a naval engineer as follows: "I fear that the conditions which obtain with modern high-power machinery and the duties which come upon the officers charged with its maintenance are not thoroughly understood by Congress, and in explanation will state that the machinery of a modern war vessel is a collection of mechanisms, each composed of many parts, and forming as whole a vast and complicated organism which may be rendered useless by accidents to parts that might seem unimportant to the non-professional observer; added to this is the fact that it is not a mere labyrinth whose key once learned makes everything easy, but a moving, almost living, organism whose integrity depends upon the perfect working of each little part. The only thing that will insure this perfect working is the constant, unremitting, personal care and inspection of the engineer. It will not do to leave it to subordinates. They can, under proper direction, do the manual work needed; but if the engineer, by reason of his other duties, can not look after the principal details, they will inevitaby be allowed to take their chances until an accident shows that they have been neglected." In another portion of the report. he says of firemen: "There is an opinion altogether too prevalent among persons, otherwise well informed, that anybody can shovel coal into a furnace, and that that is all that is required of a fireman; also, that the mere fact of putting a man in the fire room and giving him a shovel somehow or other turns him into a fireman. There never was a greater mistake. While it may not take as long to become a proficient fireman as to learn one of the ordinary trades, it nevertheless does require an apprenticeship and considerable experience. This is true, even with the conditions of natural draft and but 12 or 13 pounds of coal burned per square foot of grate per hour; with forced draft and 40 to 50 pounds of coal burned per square foot in the same time in large boilers, and 80 to 100 in small ones, the conditions are necessarily much more severe. A raw recruit looking into the seething mass of flames in a furnace under forced draft can tell nothing as to the condition of the fuel, but the trained fireman sees at a glance just where the coal should be put, and will guard properly against one great source of danger,—bare grates at the back of the furnace."

A COMING COMPETITOR IN SHIPPING.

That England realizes the attitude of the United States in the desire to rehabilitate our merchant marine, is evidenced from the reports of the U. S. Consuls. An inclosure in Consul Metcalf's report taken from the Newcastle "Daily Chronicle" voices the sentiment of the north of England population as follows: "There is the probability of a coming competitor in shipping, for the United States is becoming restive at finding that all its goods are practically carried to Europe by the fleets of other nations; and in some way or other it will try, it seems probable, to raise a fleet of merchant vessels, just as it has been building a navy. Possibly the coming electoral disputes in that country may postpone for a year or two the decision, but it seems one of the things that loom ahead, and that will force us to consider how our steamers can work cheaply enough to compete with the vessels that the United States will seek in some way to "protect." There is open competition on the seas, and the bounty system has failed with France; but America approaches it in another fashion, and the shipowners of Great Britain will have need to watch every move that on the chessboard of the politics of the United States is made. It is a difficulty that is ahead, that has been clearly indicated by the passing of the postal subsidy act by the last Congress; but one which is lessened by the fact that the surpluses of the United States have been frittered away by lavish pensioning. Still, the temper of the politicians of that great country is shown, and to meet a competition that seems to be coming the shipowners will need cheaper working. There is a continuous growth in the over-sea traffic of the world, and the competitors who can carry cheapest and quickest have the greatest likelihood of being able to secure the largest share of that trade which has been so valuable in the past and is still of such importance to this country.

TRANSFER OF VESSEL PROPERTY.

A transfer of vessel property, involving two wooden steamers, has taken place since our last issue.

Capt. Frank Perew has sold the steamers A. P. Wright and, John B. Lyon to J. C. Gilchrist, W. H. Gilchrist, R. E. Schuck Frank Gilchrist, Norman Kelley and Carl Nielson. The asking price was $200,000, but concessions were made, and the actual price was probably between $180,000 and $190,000. The former owner is to pay for the repairs called for by the survey on the Lyon, caused through her recent stranding, but the new owners have ordered additional repairs made. Capt. John Perew remains in command of the Wright, but the Lyon will have a new master appointed by her present owners.

The A. P. Wright registers 1,800 tons, and is given an insurance valuation of $125,0000. She was built in Cleveland by Quayle's Son's in 1888. They also built the John R. Lyon in 1881. She measures 1,331 tons net, and is valued in the Inland Lloyds at $90, 000. Capt. Frank Perew has been an active vesselman all his life, and resides at Buffalo, and it is to be hoped that with the sale of his vessel property he will not retire from the business of the lakes entirely.

NOTICE TO MARINERS.

Notice is hereby given of the following changes in buoyage in Poverty Island Passage. The black spar buoy on 17 foot shoal has been removed and a black second class can buoy put in its place. The black and red spar buoy on Poverty Island 15 foot shoal has been removed. A red second class nun buoy has been placed in 19 feet 8 inches of water 1420 yards east, ⅛ north from the black 17 foot shoal buoy. Poverty Island, L. H., bearing SE by E ¼ E, distance, 2⅜ miles. Gravelly Island, bearing SW ⅛ S, distance 1⅛ miles. A narrow rocky ledge with 23 feet over it extends for about 500 yards south by east from this buoy. There may be less water in spots over this ledge and caution is necessary in passing with deep loaded vessels. The Saunders Point buoy, Little Bay de Noc, has been replaced.

By order of the Light House Board, Commander Nicoll Ludlow, U. S. N. Inspector 9th Light House District.

IRONVILLE, O., has contributed three cargoes of soft coal to the Amherstburg imports consigned to the Shipman fueling docks at that port.

United States Engineer Office, 34 West Congress street, Detroit, Mich., June 2, 1892. Sealed proposals in triplicate, for furnishing all plant, materials and labor, and excavating in St. Mary's Falls Canal, Michigan will be received at this office until two o'clock p. m., July 2, 1892, and then publicly opened. Preference will be given to plant and materials of domestic production or manufacture, conditions of quality and price (import duties included) being equal. Attention is invited to Acts of Congress, approved February 26, 1885 and February 23, 1887, Vol. 23, page 332, and Vol. 24, page 414, Statutes at Large. The Government reserves the right to reject any or all proposals, or to waive any informalities in the bids received; also, to award the contract upon other considerations than the price. For further information apply at this office, or at the U. S. Engineer Office, Sault Ste. Marie Mich. O. M. Poe, Colonel, Corps of Engineers, Bvt. Brig. Gen, U. S. A. 6-2-23.

United States Engineer Office, Room 90, 134 Van Buren street, Chicago, Ill., May 25, 1892. Sealed proposals in triplicate for constructing three miles or less of the Trunk of the Illinois and Mississippi Canal near the mouth of Rock River; For screening, sorting, and delivering sand and pebbles, and for excavating the lock pits and constructing the foundations for three locks, will be received at this office until 12 noon, central time, Saturday, June 25th, 1892, and then opened. Bidders are invited to be present. Blank forms of proposals and specifications will be furnished on application. General plans of the works can be seen, and other information can be had at the Office of Assistant Engineer, L. L. Wheeler, at Milan, Ill. The attention of bidders is invited to Acts of Congress approved February 26, 1885, and February 23, 1887, Vol. 23, page 332, and Vol. 24, page 414, Statutes at Large. Preference will be given to materials of domestic production conditions of quality and price (including duties) being equal. The United States reserves the reject any or all bids. W. L. Marshall Captain, Corps of Engineers. 6-2-23

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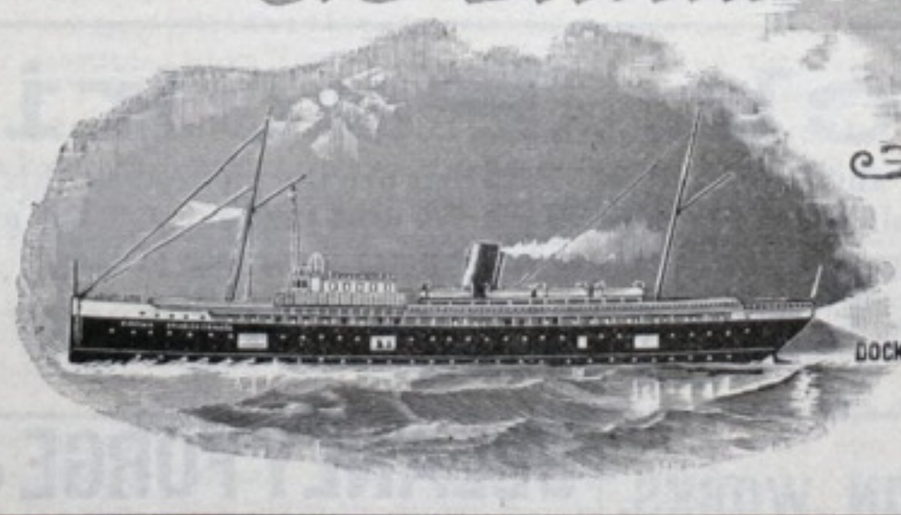

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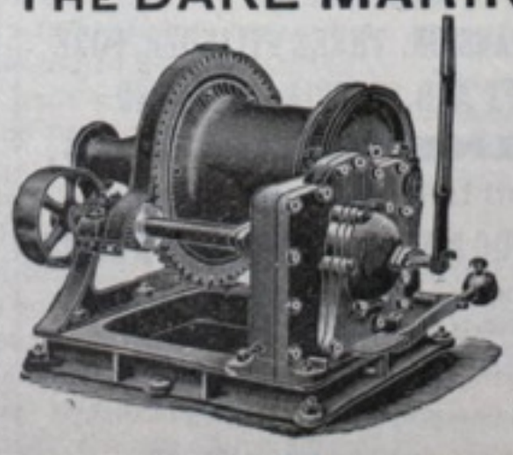

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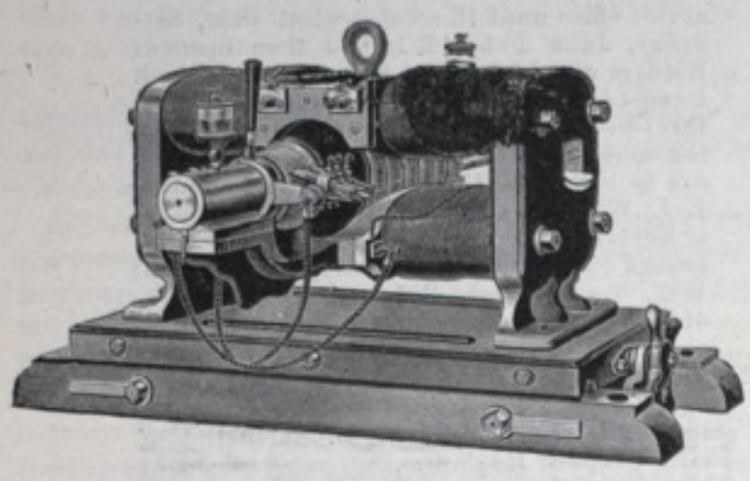

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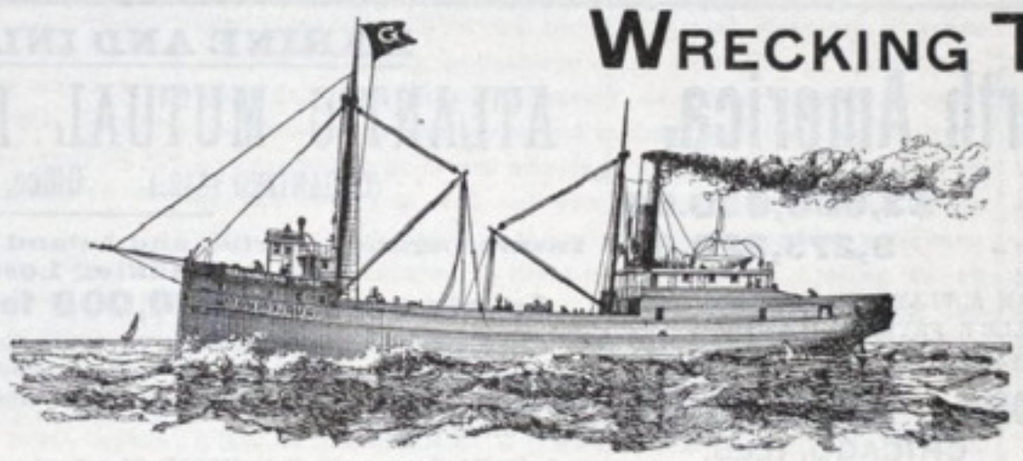

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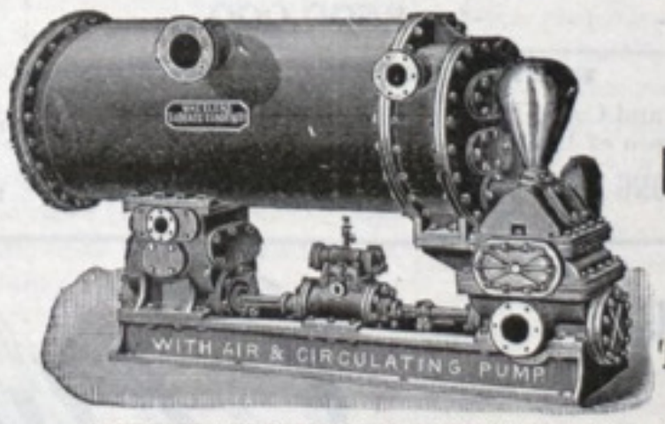

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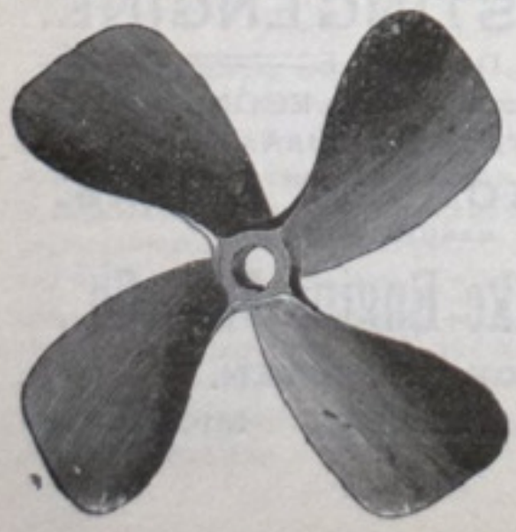

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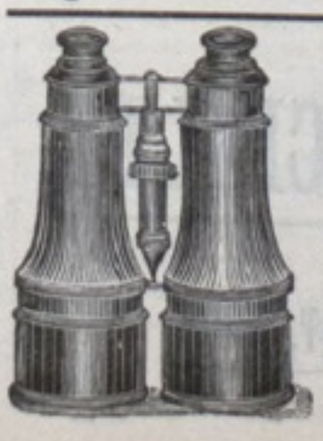

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